

The State of Washington Department of Ecology

2011 Annual Report Washington Inspection/Maintenance (I/M) Program

The 2011 annual report on the Washington Inspection/Maintenance Program provides the data required by the United States Environmental Protection Agency in 40 CFR 51.366. The data presented is for vehicles whose model year (1987 through 2006) indicated that a test was required. During 2011, 1,191,497 of these model year vehicles were tested. Of these, 1,150,251 were gasoline and 41,246 were diesel. Ecology's contractor, Applus Technologies, performed the tests.

The data is presented in the following sections:

- A Test Data
- B Quality Assurance
- C Quality Control
- D Enforcement

Program Overview: An emission test is required every other year for most vehicles registered in the most populous five counties of the state. State and local government vehicles are inspected annually. Vehicles less than five years old and more than 25 years old and vehicles sold by car dealers are exempt. Of the 1,191,497 vehicles tested in 2011, 87,709 (7.36 %) failed their initial emission test and 20,382 gas caps were required to be replaced. Of the 87,709 vehicles that failed their initial emission test 23,046 later received a waiver from further testing after spending at least \$150 for repairs/diagnosis by an Ecology-authorized emission repair technician. Vehicles with an "unknown outcome" are vehicles that have not yet completed the testing process.

The testing of gasoline vehicles starts with a visual check of the gas cap. If there is an adaptor available, the gas caps of 1999 and older model vehicles are given a leak check. Next either the vehicle's on-board diagnostic (OBDII) system is checked or an exhaust emissions test done.

A check of the OBD system is the preferred test for most 1996 or newer model cars and light trucks (0-8500 lbs. GVWR). 1996 to 2000 model year vehicles may have up to two readiness monitors not set to ready (2001 or newer model year vehicles, one). Some OBD equipped vehicles received an exhaust emission test due to an OBD system design problem.

Measuring exhaust emissions during an acceleration simulation mode (ASM2525) and at idle is the preferred test for 1995 or older model light duty gasoline vehicles. All heavy-duty vehicles (>8500 GVWR) and the light duty vehicles that cannot be OBDII tested or driven on a dynamometer are given a Two Speed Idle (TSI) Test. During a TSI test, the exhaust emissions are measured at 2500 rpm without a load on the engine and at idle.

Diesel vehicles are tested for the peak exhaust opacity using a snap acceleration test (SNAP) or during a (ASM2525) test for light-duty vehicles that can be driven on the dynamometer.

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Section A - Test Data

1) The number of vehicles tested by model year and vehicle type

Total count of unique VINs receiving a test in 2011

- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR
- * LDDV = Light Duty Diesel Powered Vehicles Less Than 8501 GVWR
- * HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR
- * HDDV = Heavy Duty Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV	HDGV	LDDV	HDDV	Total
1986	803	150	9	41	1003
1987	14483	1113	141	397	16134
1988	3600	379	3	108	4090
1989	24452	2681	15	658	27806
1990	6263	481	4	174	6922
1991	39004	2127	70	883	42084
1992	7757	494	5	199	8455
1993	51932	2522	32	1459	55945
1994	10979	715	18	341	12053
1995	72674	3953	98	2201	78926
1996	75088	3446	136	2362	81032
1997	14947	852	17	551	16367
1998	109499	3355	204	2108	115166
1999	16638	1037	24	738	18437
2000	142984	5599	382	4601	153566
2001	16847	796	55	663	18361
2002	149214	4382	715	4506	158817
2003	15954	895	89	635	17573
2004	152538	5296	573	6223	164630
2005	15104	588	100	754	16546
2006	158914	5118	1265	7416	172713
2007	4462	136	6	267	4871
TOTAL	1104136	46115	3961	37285	1191497

2i) Failing Initially Per Test Type

Total count of unique VINs failing Gas Cap test during 2011, initial test

* LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

* HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV - Gas Cap			HDGV - Gas Cap			Total Gas Cap		
	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate
1986	73	803	9.09%	6	150	4.00%	79	953	8.29%
1987	803	14483	5.54%	27	1113	2.43%	830	15596	5.32%
1988	251	3600	6.97%	5	379	1.32%	256	3979	6.43%
1989	1225	24452	5.01%	23	2681	0.86%	1248	27133	4.60%
1990	431	6263	6.88%	6	481	1.25%	437	6744	6.48%
1991	1725	39004	4.42%	30	2127	1.41%	1755	41131	4.27%
1992	444	7757	5.72%	9	494	1.82%	453	8251	5.49%
1993	2126	51932	4.09%	17	2522	0.67%	2143	54454	3.94%
1994	593	10979	5.40%	6	715	0.84%	599	11694	5.12%
1995	2869	72674	3.95%	30	3953	0.76%	2899	76627	3.78%
1996	2744	75088	3.65%	4	3446	0.12%	2748	78534	3.50%
1997	600	14947	4.01%	1	852	0.12%	601	15799	3.80%
1998	3885	109499	3.55%	30	3355	0.89%	3915	112854	3.47%
1999	765	16638	4.60%	8	1037	0.77%	773	17675	4.37%
2000	466	142984	0.33%	39	5599	0.70%	505	148583	0.34%
2001	45	16847	0.27%	5	796	0.63%	50	17643	0.28%
2002	531	149214	0.36%	19	4382	0.43%	550	153596	0.36%
2003	70	15954	0.44%	0	895	0.00%	70	16849	0.42%
2004	280	152538	0.18%	47	5296	0.89%	327	157834	0.21%
2005	17	15104	0.11%	2	588	0.34%	19	15692	0.12%
2006	116	158914	0.07%	5	5118	0.10%	121	164032	0.07%
2007	4	4462	0.09%	0	136	0.00%	4	4598	0.09%
Total	20063	1104136	1.82%	319	46115	0.69%	20382	1150251	1.77%

Total count of unique VINs failing ASM 25/25 during 2011, initial test

- * Vehicles greater than 8500 GVWR receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

Model Year	LDGV - ASM 25/25		
	Failed	Tested	Fail Rate
1986	200	773	25.87%
1987	2756	13987	19.70%
1988	745	3480	21.41%
1989	3469	23687	14.65%
1990	981	5878	16.69%
1991	4120	35778	11.52%
1992	1022	7077	14.44%
1993	3658	46270	7.91%
1994	912	9926	9.19%
1995	3682	64981	5.67%
1996	363	9406	3.86%
1997	99	1284	7.71%
1998	127	4125	3.08%
1999	14	425	3.29%
2000	78	2755	2.83%
2001	8	356	2.25%
2002	13	1831	0.71%
2003	2	207	0.97%
2004	5	1631	0.31%
2005	0	152	0.00%
2006	4	1141	0.35%
2007	0	22	0.00%
Total	22258	235172	9.46%

Total count of unique VINs failing two-speed idle test during 2011, initial test

- * Vehicles that were not capable of testing ASM 25/25 receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR
- * HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV -Two-Speed Idle			HDGV -Two-Speed Idle			Total Two-Speed Idle		
	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate
1986	3	30	10.00%	36	150	24.00%	39	180	21.67%
1987	102	496	20.56%	228	1113	20.49%	330	1609	20.51%
1988	34	120	28.33%	63	379	16.62%	97	499	19.44%
1989	101	765	13.20%	274	2681	10.22%	375	3446	10.88%
1990	54	385	14.03%	50	481	10.40%	104	866	12.01%
1991	299	3226	9.27%	98	2127	4.61%	397	5353	7.42%
1992	64	680	9.41%	31	494	6.28%	95	1174	8.09%
1993	336	5662	5.93%	96	2522	3.81%	432	8184	5.28%
1994	96	1053	9.12%	40	715	5.59%	136	1768	7.69%
1995	328	7693	4.26%	139	3953	3.52%	467	11646	4.01%
1996	55	3180	1.73%	85	3446	2.47%	140	6626	2.11%
1997	8	210	3.81%	25	852	2.93%	33	1062	3.11%
1998	22	1022	2.15%	81	3355	2.41%	103	4377	2.35%
1999	4	113	3.54%	19	1037	1.83%	23	1150	2.00%
2000	16	941	1.70%	43	5599	0.77%	59	6540	0.90%
2001	2	128	1.56%	7	796	0.88%	9	924	0.97%
2002	18	1106	1.63%	18	4382	0.41%	36	5488	0.66%
2003	1	240	0.42%	4	895	0.45%	5	1135	0.44%
2004	11	1310	0.84%	12	5296	0.23%	23	6606	0.35%
2005	3	129	2.33%	1	588	0.17%	4	717	0.56%
2006	13	850	1.53%	5	5118	0.10%	18	5968	0.30%
2007	0	15	0.00%	0	136	0.00%	0	151	0.00%
Total	1570	29354	5.35%	1355	46115	2.94%	2925	75469	3.88%

Total count of unique VINs failing Diesel ASM 25/25 during 2011, initial test

- * Vehicles greater than 8500 GVWR receive a Diesel Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDDV - Diesel ASM 25/25		
	Failed	Tested	Fail Rate
1986	0	7	0.00%
1987	6	134	4.48%
1988	0	3	0.00%
1989	0	14	0.00%
1990	0	4	0.00%
1991	6	55	10.91%
1992	0	5	0.00%
1993	0	30	0.00%
1994	1	17	5.88%
1995	0	82	0.00%
1996	1	40	2.50%
1997	3	9	33.33%
1998	0	33	0.00%
1999	1	9	11.11%
2000	1	4	25.00%
2001	0	0	0.00%
2002	0	1	0.00%
2003	0	0	0.00%
2004	0	2	0.00%
2005	1	11	9.09%
2006	9	99	9.09%
2007	0	0	0.00%
Total	29	559	5.19%

Total count of unique VINs failing Diesel Snap test during 2011, initial test

- * Vehicles that were not capable of testing Diesel ASM 25/25 receive a Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less than 8501 GVWR
- * HDDV = Heavy Duty Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDDV -Snap Test			HDDV -Snap Test			Total Snap Test		
	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate
1986	0	2	0.00%	7	41	17.07%	7	43	16.28%
1987	1	7	14.29%	32	397	8.06%	33	404	8.17%
1988	0	0	0.00%	8	108	7.41%	8	108	7.41%
1989	0	1	0.00%	41	658	6.23%	41	659	6.22%
1990	0	0	0.00%	9	174	5.17%	9	174	5.17%
1991	1	15	6.67%	34	883	3.85%	35	898	3.90%
1992	0	0	0.00%	20	199	10.05%	20	199	10.05%
1993	0	2	0.00%	107	1459	7.33%	107	1461	7.32%
1994	1	1	100.00%	52	341	15.25%	53	342	15.50%
1995	0	16	0.00%	121	2201	5.50%	121	2217	5.46%
1996	7	96	7.29%	102	2362	4.32%	109	2458	4.43%
1997	0	8	0.00%	26	551	4.72%	26	559	4.65%
1998	9	171	5.26%	117	2108	5.55%	126	2279	5.53%
1999	1	15	6.67%	23	738	3.12%	24	753	3.19%
2000	5	378	1.32%	89	4601	1.93%	94	4979	1.89%
2001	5	55	9.09%	14	663	2.11%	19	718	2.65%
2002	17	714	2.38%	73	4506	1.62%	90	5220	1.72%
2003	7	89	7.87%	21	635	3.31%	28	724	3.87%
2004	39	571	6.83%	110	6223	1.77%	149	6794	2.19%
2005	7	89	7.87%	23	754	3.05%	30	843	3.56%
2006	275	1166	23.58%	171	7416	2.31%	446	8582	5.20%
2007	0	6	0.00%	4	267	1.50%	4	273	1.47%
Total	375	3402	11.02%	1204	37285	3.23%	1579	40687	3.88%

Total count of unique VINs failing OBDII during 2011, initial test

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Failed	Tested	Fail Rate
1996	9299	62502	14.88%
1997	2285	13453	16.99%
1998	10838	104352	10.39%
1999	1792	16100	11.13%
2000	11711	139288	8.41%
2001	1954	16363	11.94%
2002	11165	146277	7.63%
2003	1217	15507	7.85%
2004	6097	149597	4.08%
2005	630	14823	4.25%
2006	3930	156923	2.50%
2007	64	4425	1.45%
Total	60982	839610	7.26%

2ii) Failing the First Retest per Test Type

Total count of unique VINs failing Gas Cap test during first retest for 2011

* LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

* HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV - Gas Cap			HDGV - Gas Cap			Total Gas Cap		
	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate
1986	9	73	12.33%	0	3	0.00%	9	76	11.84%
1987	43	744	5.78%	0	9	0.00%	43	753	5.71%
1988	18	242	7.44%	0	5	0.00%	18	247	7.29%
1989	41	1148	3.57%	0	23	0.00%	41	1171	3.50%
1990	16	412	3.88%	0	5	0.00%	16	417	3.84%
1991	40	1666	2.40%	0	20	0.00%	40	1686	2.37%
1992	17	443	3.84%	0	9	0.00%	17	452	3.76%
1993	29	2075	1.40%	0	17	0.00%	29	2092	1.39%
1994	15	593	2.53%	0	2	0.00%	15	595	2.52%
1995	25	2786	0.90%	0	30	0.00%	25	2816	0.89%
1996	97	2645	3.67%	1	4	25.00%	98	2649	3.70%
1997	30	569	5.27%	0	1	0.00%	30	570	5.26%
1998	93	3821	2.43%	0	30	0.00%	93	3851	2.41%
1999	26	765	3.40%	0	6	0.00%	26	771	3.37%
2000	4	466	0.86%	0	39	0.00%	4	505	0.79%
2001	1	45	2.22%	0	5	0.00%	1	50	2.00%
2002	11	531	2.07%	0	19	0.00%	11	550	2.00%
2003	1	70	1.43%	0	0	0.00%	1	70	1.43%
2004	1	280	0.36%	0	17	0.00%	1	297	0.34%
2005	1	17	5.88%	0	0	0.00%	1	17	5.88%
2006	1	116	0.86%	0	5	0.00%	1	121	0.83%
2007	0	4	0.00%	0	0	0.00%	0	4	0.00%
Total	519	19511	2.66%	1	249	0.40%	520	19760	2.63%

Total count of unique VINs failing ASM 25/25 during first retest for 2011

- * Vehicles greater than 8500 GVWR receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

Model Year	LDGV - ASM 25/25		
	Failed	Tested	Fail Rate
1986	118	186	63.44%
1987	1217	2190	55.57%
1988	339	603	56.22%
1989	1460	2885	50.61%
1990	459	832	55.17%
1991	1643	3338	49.22%
1992	407	827	49.21%
1993	1428	3062	46.64%
1994	424	785	54.01%
1995	1462	3055	47.86%
1996	114	291	39.18%
1997	37	84	44.05%
1998	43	127	33.86%
1999	9	14	64.29%
2000	27	76	35.53%
2001	2	8	25.00%
2002	5	13	38.46%
2003	1	2	50.00%
2004	1	5	20.00%
2005	0	0	0.00%
2006	0	4	0.00%
2007	0	0	0.00%
Total	9196	18387	50.01%

Total count of unique VINs failing two-speed idle test during first retest for 2011

- * Vehicles that were not capable of testing ASM 25/25 receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR
- * HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV -Two-Speed Idle			HDGV -Two-Speed Idle			Total Two-Speed Idle		
	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate
1986	2	3	66.67%	13	23	56.52%	15	26	57.69%
1987	46	91	50.55%	71	168	42.26%	117	259	45.17%
1988	11	27	40.74%	26	53	49.06%	37	80	46.25%
1989	43	96	44.79%	93	209	44.50%	136	305	44.59%
1990	25	49	51.02%	13	44	29.55%	38	93	40.86%
1991	99	235	42.13%	33	83	39.76%	132	318	41.51%
1992	19	42	45.24%	18	30	60.00%	37	72	51.39%
1993	112	267	41.95%	19	81	23.46%	131	348	37.64%
1994	42	81	51.85%	14	35	40.00%	56	116	48.28%
1995	125	271	46.13%	40	124	32.26%	165	395	41.77%
1996	20	55	36.36%	24	71	33.80%	44	126	34.92%
1997	7	8	87.50%	7	25	28.00%	14	33	42.42%
1998	8	22	36.36%	27	65	41.54%	35	87	40.23%
1999	3	4	75.00%	8	14	57.14%	11	18	61.11%
2000	4	16	25.00%	12	35	34.29%	16	51	31.37%
2001	2	2	100.00%	1	6	16.67%	3	8	37.50%
2002	5	18	27.78%	6	17	35.29%	11	35	31.43%
2003	1	1	100.00%	1	4	25.00%	2	5	40.00%
2004	3	7	42.86%	5	10	50.00%	8	17	47.06%
2005	2	3	66.67%	0	1	0.00%	2	4	50.00%
2006	5	9	55.56%	1	5	20.00%	6	14	42.86%
2007	0	0	0.00%	0	0	0.00%	0	0	0.00%
Total	584	1307	44.68%	432	1103	39.17%	1016	2410	42.16%

Total count of unique VINs failing Diesel ASM 25/25 during first retest for 2011

* Vehicles greater than 8500 GVWR receive a Diesel Snap test

* LDDV = Light Duty Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDDV - Diesel ASM 25/25		
	Failed	Tested	Fail Rate
1986	0	0	0.00%
1987	0	5	0.00%
1988	0	0	0.00%
1989	0	0	0.00%
1990	0	0	0.00%
1991	0	5	0.00%
1992	0	0	0.00%
1993	0	0	0.00%
1994	0	1	0.00%
1995	0	0	0.00%
1996	1	1	100.00%
1997	0	1	0.00%
1998	0	0	0.00%
1999	0	1	0.00%
2000	0	0	0.00%
2001	0	0	0.00%
2002	0	0	0.00%
2003	0	0	0.00%
2004	0	0	0.00%
2005	0	1	0.00%
2006	1	6	16.67%
2007	0	0	0.00%
Total	2	21	9.52%

Total count of unique VINs failing Diesel Snap test during first retest for 2011

- * Vehicles that were not capable of testing Diesel ASM 25/25 receive a Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less than 8501 GVWR
- * HDDV = Heavy Duty Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDDV -Snap Test			HDDV -Snap Test			Total Snap Test		
	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate	Failed	Tested	Fail Rate
1986	0	0	0.00%	1	4	25.00%	1	4	25.00%
1987	0	0	0.00%	5	22	22.73%	5	22	22.73%
1988	0	0	0.00%	2	6	33.33%	2	6	33.33%
1989	0	0	0.00%	5	37	13.51%	5	37	13.51%
1990	0	0	0.00%	4	7	57.14%	4	7	57.14%
1991	0	0	0.00%	10	30	33.33%	10	30	33.33%
1992	0	0	0.00%	4	17	23.53%	4	17	23.53%
1993	0	0	0.00%	31	84	36.90%	31	84	36.90%
1994	0	1	0.00%	18	47	38.30%	18	48	37.50%
1995	0	0	0.00%	43	109	39.45%	43	109	39.45%
1996	0	3	0.00%	35	90	38.89%	35	93	37.63%
1997	0	0	0.00%	7	21	33.33%	7	21	33.33%
1998	0	7	0.00%	39	104	37.50%	39	111	35.14%
1999	0	1	0.00%	6	21	28.57%	6	22	27.27%
2000	0	5	0.00%	18	86	20.93%	18	91	19.78%
2001	0	4	0.00%	2	14	14.29%	2	18	11.11%
2002	0	8	0.00%	11	66	16.67%	11	74	14.86%
2003	0	4	0.00%	5	19	26.32%	5	23	21.74%
2004	6	39	15.38%	12	102	11.76%	18	141	12.77%
2005	0	7	0.00%	5	20	25.00%	5	27	18.52%
2006	103	255	40.39%	20	145	13.79%	123	400	30.75%
2007	0	0	0.00%	0	3	0.00%	0	3	0.00%
Total	109	334	32.63%	283	1054	26.85%	392	1388	28.24%

Total count of unique VINs failing OBDII during first retest for 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Failed	Tested	Fail Rate
1996	2976	7827	38.02%
1997	742	2039	36.39%
1998	3261	9105	35.82%
1999	599	1714	34.95%
2000	3280	10027	32.71%
2001	683	1881	36.31%
2002	2937	9596	30.61%
2003	377	1217	30.98%
2004	1318	5384	24.48%
2005	159	630	25.24%
2006	736	3473	21.19%
2007	3	32	9.38%
Total	17071	52925	32.26%

2iii) Passing First Retest per Test Type

Total count of unique VINs passing Gas Cap test during first retest for 2011

* LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

* HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV - Gas Cap			HDGV - Gas Cap			Total Gas Cap		
	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate
1986	64	73	87.67%	3	3	100.00%	67	76	88.16%
1987	701	744	94.22%	9	9	100.00%	710	753	94.29%
1988	224	242	92.56%	5	5	100.00%	229	247	92.71%
1989	1107	1148	96.43%	23	23	100.00%	1130	1171	96.50%
1990	396	412	96.12%	5	5	100.00%	401	417	96.16%
1991	1626	1666	97.60%	20	20	100.00%	1646	1686	97.63%
1992	426	443	96.16%	9	9	100.00%	435	452	96.24%
1993	2046	2075	98.60%	17	17	100.00%	2063	2092	98.61%
1994	578	593	97.47%	2	2	100.00%	580	595	97.48%
1995	2761	2786	99.10%	30	30	100.00%	2791	2816	99.11%
1996	2548	2645	96.33%	3	4	75.00%	2551	2649	96.30%
1997	539	569	94.73%	1	1	100.00%	540	570	94.74%
1998	3728	3821	97.57%	30	30	100.00%	3758	3851	97.59%
1999	739	765	96.60%	6	6	100.00%	745	771	96.63%
2000	462	466	99.14%	39	39	100.00%	501	505	99.21%
2001	44	45	97.78%	5	5	100.00%	49	50	98.00%
2002	520	531	97.93%	19	19	100.00%	539	550	98.00%
2003	69	70	98.57%	0	0	0.00%	69	70	98.57%
2004	279	280	99.64%	17	17	100.00%	296	297	99.66%
2005	16	17	94.12%	0	0	0.00%	16	17	94.12%
2006	115	116	99.14%	5	5	100.00%	120	121	99.17%
2007	4	4	100.00%	0	0	0.00%	4	4	100.00%
Total	18992	19511	97.34%	248	249	99.60%	19240	19760	97.37%

Total count of unique VINs passing ASM 25/25 during first retest for 2011

- * Vehicles greater than 8500 GVWR receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

Model Year	LDGV - OBDII		
	Failed	Tested	Fail Rate
1996	2976	7827	38.02%
1997	742	2039	36.39%
1998	3261	9105	35.82%
1999	599	1714	34.95%
2000	3280	10027	32.71%
2001	683	1881	36.31%
2002	2937	9596	30.61%
2003	377	1217	30.98%
2004	1318	5384	24.48%
2005	159	630	25.24%
2006	736	3473	21.19%
2007	3	32	9.38%
Total	17071	52925	32.26%

Total count of unique VINs passing two-speed idle test during first retest for 2011

- * Vehicles that were not capable of testing ASM 25/25 receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR
- * HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV - Two-Speed Idle			HDGV - Two-Speed Idle			Total Two-Speed Idle		
	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate
1986	1	3	33.33%	10	23	43.48%	11	26	42.31%
1987	45	91	49.45%	97	168	57.74%	142	259	54.83%
1988	16	27	59.26%	27	53	50.94%	43	80	53.75%
1989	53	96	55.21%	116	209	55.50%	169	305	55.41%
1990	24	49	48.98%	31	44	70.45%	55	93	59.14%
1991	136	235	57.87%	50	83	60.24%	186	318	58.49%
1992	23	42	54.76%	12	30	40.00%	35	72	48.61%
1993	155	267	58.05%	62	81	76.54%	217	348	62.36%
1994	39	81	48.15%	21	35	60.00%	60	116	51.72%
1995	146	271	53.87%	84	124	67.74%	230	395	58.23%
1996	35	55	63.64%	47	71	66.20%	82	126	65.08%
1997	1	8	12.50%	18	25	72.00%	19	33	57.58%
1998	14	22	63.64%	38	65	58.46%	52	87	59.77%
1999	1	4	25.00%	6	14	42.86%	7	18	38.89%
2000	12	16	75.00%	23	35	65.71%	35	51	68.63%
2001	0	2	0.00%	5	6	83.33%	5	8	62.50%
2002	13	18	72.22%	11	17	64.71%	24	35	68.57%
2003	0	1	0.00%	3	4	75.00%	3	5	60.00%
2004	4	7	57.14%	5	10	50.00%	9	17	52.94%
2005	1	3	33.33%	1	1	100.00%	2	4	50.00%
2006	4	9	44.44%	4	5	80.00%	8	14	57.14%
2007	0	0	0.00%	0	0	0.00%	0	0	0.00%
Total	723	1307	55.32%	671	1103	60.83%	1394	2410	57.84%

Total count of unique VINs passing Diesel ASM 25/25 during first retest for 2011

* Vehicles greater than 8500 GVWR receive a Diesel Snap test

* LDDV = Light Duty Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDDV - Diesel ASM 25/25		
	Passed	Tested	Pass Rate
1986	0	0	0.00%
1987	5	5	100.00%
1988	0	0	0.00%
1989	0	0	0.00%
1990	0	0	0.00%
1991	5	5	100.00%
1992	0	0	0.00%
1993	0	0	0.00%
1994	1	1	100.00%
1995	0	0	0.00%
1996	0	1	0.00%
1997	1	1	100.00%
1998	0	0	0.00%
1999	1	1	100.00%
2000	0	0	0.00%
2001	0	0	0.00%
2002	0	0	0.00%
2003	0	0	0.00%
2004	0	0	0.00%
2005	1	1	100.00%
2006	5	6	83.33%
2007	0	0	0.00%
Total	19	21	90.48%

Total count of unique VINs passing Diesel Snap test during first retest for 2011

- * Vehicles that were not capable of testing Diesel ASM 25/25 receive a Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less than 8501 GVWR
- * HDDV = Heavy Duty Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDDV - Snap Test			HDDV - Snap Test			Total Snap Test		
	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate
1986	0	0	0.00%	3	4	75.00%	3	4	75.00%
1987	0	0	0.00%	17	22	77.27%	17	22	77.27%
1988	0	0	0.00%	4	6	66.67%	4	6	66.67%
1989	0	0	0.00%	32	37	86.49%	32	37	86.49%
1990	0	0	0.00%	3	7	42.86%	3	7	42.86%
1991	0	0	0.00%	20	30	66.67%	20	30	66.67%
1992	0	0	0.00%	13	17	76.47%	13	17	76.47%
1993	0	0	0.00%	53	84	63.10%	53	84	63.10%
1994	1	1	100.00%	29	47	61.70%	30	48	62.50%
1995	0	0	0.00%	66	109	60.55%	66	109	60.55%
1996	3	3	100.00%	55	90	61.11%	58	93	62.37%
1997	0	0	0.00%	14	21	66.67%	14	21	66.67%
1998	7	7	100.00%	65	104	62.50%	72	111	64.86%
1999	1	1	100.00%	15	21	71.43%	16	22	72.73%
2000	5	5	100.00%	68	86	79.07%	73	91	80.22%
2001	4	4	100.00%	12	14	85.71%	16	18	88.89%
2002	8	8	100.00%	55	66	83.33%	63	74	85.14%
2003	4	4	100.00%	14	19	73.68%	18	23	78.26%
2004	33	39	84.62%	90	102	88.24%	123	141	87.23%
2005	7	7	100.00%	15	20	75.00%	22	27	81.48%
2006	152	255	59.61%	125	145	86.21%	277	400	69.25%
2007	0	0	0.00%	3	3	100.00%	3	3	100.00%
Total	225	334	67.37%	771	1054	73.15%	996	1388	71.76%

Total count of unique VINs passing OBDII during first retest for 2011

- * Vehicles greater than 8500 GVWR receive a Two-Speed Idle
- * LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Passed	Tested	Pass Rate
1996	4851	7827	61.98%
1997	1297	2039	63.61%
1998	5844	9105	64.18%
1999	1115	1714	65.05%
2000	6747	10027	67.29%
2001	1198	1881	63.69%
2002	6659	9596	69.39%
2003	840	1217	69.02%
2004	4066	5384	75.52%
2005	471	630	74.76%
2006	2737	3473	78.81%
2007	29	32	90.63%
Total	35854	52925	67.74%

2iv) **Initially Failed Vehicles Passing the Second or Subsequent Retest Per Test Type**

Total count of unique VINs passing Gas Cap test during second or subsequent retest for 2011

* LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

* HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV - Gas Cap			HDGV - Gas Cap			Total Gas Cap		
	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate
1986	2	2	100.00%	0	0	0.00%	2	2	100.00%
1987	21	25	84.00%	0	0	0.00%	21	25	84.00%
1988	14	15	93.33%	0	0	0.00%	14	15	93.33%
1989	16	20	80.00%	0	0	0.00%	16	20	80.00%
1990	7	7	100.00%	0	0	0.00%	7	7	100.00%
1991	25	25	100.00%	0	0	0.00%	25	25	100.00%
1992	9	9	100.00%	0	0	0.00%	9	9	100.00%
1993	25	28	89.29%	0	0	0.00%	25	28	89.29%
1994	6	7	85.71%	0	0	0.00%	6	7	85.71%
1995	18	20	90.00%	0	0	0.00%	18	20	90.00%
1996	3	13	23.08%	0	0	0.00%	3	13	23.08%
1997	16	30	53.33%	0	0	0.00%	16	30	53.33%
1998	14	14	100.00%	0	0	0.00%	14	14	100.00%
1999	15	26	57.69%	0	0	0.00%	15	26	57.69%
2000	2	2	100.00%	0	0	0.00%	2	2	100.00%
2001	1	1	100.00%	0	0	0.00%	1	1	100.00%
2002	0	0	0.00%	0	0	0.00%	0	0	0.00%
2003	0	1	0.00%	0	0	0.00%	0	1	0.00%
2004	1	1	100.00%	0	0	0.00%	1	1	100.00%
2005	0	0	0.00%	0	0	0.00%	0	0	0.00%
2006	1	1	100.00%	0	0	0.00%	1	1	100.00%
2007	0	0	0.00%	0	0	0.00%	0	0	0.00%
Total	196	247	79.35%	0	0	0.00%	196	247	79.35%

Total count of unique VINs passing ASM 25/25 during second or subsequent retest for 2011

* Vehicles greater than 8500 GVWR receive a two-speed idle test

* LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

Model Year	LDGV - ASM 25/25		
	Passed	Tested	Pass Rate
1986	15	55	27.27%
1987	275	699	39.34%
1988	136	339	40.12%
1989	348	810	42.96%
1990	159	353	45.04%
1991	449	1126	39.88%
1992	157	373	42.09%
1993	425	1060	40.09%
1994	130	371	35.04%
1995	364	855	42.57%
1996	114	114	100.00%
1997	19	37	51.35%
1998	43	43	100.00%
1999	6	9	66.67%
2000	5	11	45.45%
2001	2	2	100.00%
2002	5	5	100.00%
2003	0	0	0.00%
2004	1	1	100.00%
2005	0	0	0.00%
2006	0	0	0.00%
2007	0	0	0.00%
Total	2653	6263	42.36%

Total count of unique VINs passing two-speed idle test during second or subsequent retest for 2011

* Vehicles that were not capable of testing ASM 25/25 receive a two-speed idle test

* LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

* HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV - Two-Speed Idle			HDGV - Two-Speed Idle			Total Two-Speed Idle		
	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate
1986	2	2	100.00%	3	7	42.86%	5	9	55.56%
1987	8	16	50.00%	39	71	54.93%	47	87	54.02%
1988	7	11	63.64%	10	26	38.46%	17	37	45.95%
1989	14	34	41.18%	20	39	51.28%	34	73	46.58%
1990	6	12	50.00%	13	13	100.00%	19	25	76.00%
1991	32	68	47.06%	18	30	60.00%	50	98	51.02%
1992	14	19	73.68%	9	11	81.82%	23	30	76.67%
1993	34	67	50.75%	10	17	58.82%	44	84	52.38%
1994	13	25	52.00%	3	4	75.00%	16	29	55.17%
1995	35	72	48.61%	15	25	60.00%	50	97	51.55%
1996	13	20	65.00%	7	10	70.00%	20	30	66.67%
1997	7	7	100.00%	2	2	100.00%	9	9	100.00%
1998	8	8	100.00%	10	14	71.43%	18	22	81.82%
1999	1	1	100.00%	2	3	66.67%	3	4	75.00%
2000	4	4	100.00%	5	11	45.45%	9	15	60.00%
2001	2	2	100.00%	1	1	100.00%	3	3	100.00%
2002	3	3	100.00%	1	1	100.00%	4	4	100.00%
2003	0	1	0.00%	0	0	0.00%	0	1	0.00%
2004	3	3	100.00%	2	3	66.67%	5	6	83.33%
2005	0	0	0.00%	0	0	0.00%	0	0	0.00%
2006	1	2	50.00%	0	0	0.00%	1	2	50.00%
2007	0	0	0.00%	0	0	0.00%	0	0	0.00%
Total	207	377	54.91%	170	288	59.03%	377	665	56.69%

Total count of unique VINs passing Diesel ASM 25/25 during second or subsequent retest for 2011

- * Vehicles greater than 8500 GVWR receive a Diesel Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDDV - Diesel ASM 25/25		
	Passed	Tested	Pass Rate
1986	0	0	0.00%
1987	0	0	0.00%
1988	0	0	0.00%
1989	0	0	0.00%
1990	0	0	0.00%
1991	0	0	0.00%
1992	0	0	0.00%
1993	0	0	0.00%
1994	0	0	0.00%
1995	0	0	0.00%
1996	0	1	0.00%
1997	0	0	0.00%
1998	0	0	0.00%
1999	0	0	0.00%
2000	0	0	0.00%
2001	0	0	0.00%
2002	0	0	0.00%
2003	0	0	0.00%
2004	0	0	0.00%
2005	0	0	0.00%
2006	0	1	0.00%
2007	0	0	0.00%
Total	0	2	0.00%

Total count of unique VINs passing Diesel Snap test during second or subsequent retest for 2011

- * Vehicles that were not capable of testing Diesel ASM 25/25 receive a Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less than 8501 GVWR
- * HDDV = Heavy Duty Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDDV - Snap Test			HDDV - Snap Test			Total Snap Test		
	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate	Passed	Tested	Pass Rate
1986	0	0	0.00%	0	1	0.00%	0	1	0.00%
1987	0	0	0.00%	1	1	100.00%	1	1	100.00%
1988	0	0	0.00%	0	0	0.00%	0	0	0.00%
1989	0	0	0.00%	4	4	100.00%	4	4	100.00%
1990	0	0	0.00%	4	4	100.00%	4	4	100.00%
1991	0	0	0.00%	7	10	70.00%	7	10	70.00%
1992	0	0	0.00%	1	1	100.00%	1	1	100.00%
1993	0	0	0.00%	9	17	52.94%	9	17	52.94%
1994	0	0	0.00%	5	8	62.50%	5	8	62.50%
1995	0	0	0.00%	22	43	51.16%	22	43	51.16%
1996	0	0	0.00%	4	9	44.44%	4	9	44.44%
1997	0	0	0.00%	5	7	71.43%	5	7	71.43%
1998	0	0	0.00%	15	23	65.22%	15	23	65.22%
1999	0	0	0.00%	3	5	60.00%	3	5	60.00%
2000	0	0	0.00%	12	18	66.67%	12	18	66.67%
2001	0	0	0.00%	2	2	100.00%	2	2	100.00%
2002	0	0	0.00%	6	11	54.55%	6	11	54.55%
2003	0	0	0.00%	1	1	100.00%	1	1	100.00%
2004	0	0	0.00%	12	12	100.00%	12	12	100.00%
2005	0	0	0.00%	2	2	100.00%	2	2	100.00%
2006	17	23	73.91%	13	19	68.42%	30	42	71.43%
2007	0	0	0.00%	0	0	0.00%	0	0	0.00%
Total	17	23	73.91%	128	198	64.65%	145	221	65.61%

Total count of unique VINs passing OBDII during first second or subsequent for 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Passed	Tested	Pass Rate
1996	480	804	59.70%
1997	184	343	53.64%
1998	476	826	57.63%
1999	101	180	56.11%
2000	477	726	65.70%
2001	168	295	56.95%
2002	497	736	67.53%
2003	81	119	68.07%
2004	282	352	80.11%
2005	28	50	56.00%
2006	153	204	75.00%
2007	3	3	100.00%
Total	2930	4638	63.17%

2v) Initially Failed Vehicles receiving a Waiver per Test Type

Total count of unique VINs failing Gas Cap receiving a waiver for 2011

* Vehicles cannot receive a waiver for a failed Gas Cap test

Total count of unique VINs failing ASM 25/25 receiving a waiver for 2011

* Vehicles greater than 8500 GVWR receive a two-speed idle test

* LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

Model Year	LDGV - ASM 25/25		
	Waived	Tested	Waiver Rate
1986	57	773	7.37%
1987	750	13987	5.36%
1988	226	3480	6.49%
1989	734	23687	3.10%
1990	220	5878	3.74%
1991	868	35778	2.43%
1992	239	7077	3.38%
1993	787	46270	1.70%
1994	186	9926	1.87%
1995	673	64981	1.04%
1996	72	9406	0.77%
1997	16	1284	1.25%
1998	0	4125	0.00%
1999	3	425	0.71%
2000	12	2755	0.44%
2001	0	356	0.00%
2002	0	1831	0.00%
2003	0	207	0.00%
2004	0	1631	0.00%
2005	0	152	0.00%
2006	0	1141	0.00%
2007	0	22	0.00%
Total	4843	235172	2.06%

Total count of unique VINs failing two-speed idle test receiving a waiver for 2011

- * Vehicles that were not capable of testing ASM 25/25 receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR
- * HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV -Two-Speed Idle			HDGV -Two-Speed Idle			Total Two-Speed Idle		
	Waived	Tested	Waiver Rate	Waived	Tested	Waiver Rate	Waived	Tested	Waiver Rate
1986	0	30	0.00%	6	150	4.00%	6	180	3.33%
1987	24	496	4.84%	42	1113	3.77%	66	1609	4.10%
1988	9	120	7.50%	12	379	3.17%	21	499	4.21%
1989	27	765	3.53%	41	2681	1.53%	68	3446	1.97%
1990	5	385	1.30%	6	481	1.25%	11	866	1.27%
1991	40	3226	1.24%	30	2127	1.41%	70	5353	1.31%
1992	17	680	2.50%	3	494	0.61%	20	1174	1.70%
1993	55	5662	0.97%	19	2522	0.75%	74	8184	0.90%
1994	17	1053	1.61%	5	715	0.70%	22	1768	1.24%
1995	55	7693	0.71%	20	3953	0.51%	75	11646	0.64%
1996	7	3180	0.22%	3	3446	0.09%	10	6626	0.15%
1997	0	210	0.00%	0	852	0.00%	0	1062	0.00%
1998	0	1022	0.00%	9	3355	0.27%	9	4377	0.21%
1999	0	113	0.00%	3	1037	0.29%	3	1150	0.26%
2000	0	941	0.00%	15	5599	0.27%	15	6540	0.23%
2001	0	128	0.00%	1	796	0.13%	1	924	0.11%
2002	0	1106	0.00%	1	4382	0.02%	1	5488	0.02%
2003	1	240	0.42%	1	895	0.11%	2	1135	0.18%
2004	0	1310	0.00%	2	5296	0.04%	2	6606	0.03%
2005	0	129	0.00%	0	588	0.00%	0	717	0.00%
2006	3	850	0.35%	0	5118	0.00%	3	5968	0.05%
2007	0	15	0.00%	0	136	0.00%	0	151	0.00%
Total	260	29354	0.89%	219	46115	0.47%	479	75469	0.63%

Total count of unique VINs failing Diesel ASM 25/25 receiving a waiver for 2011

* Vehicles greater than 8500 GVWR receive a Diesel Snap test

* LDDV = Light Duty Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDDV - Diesel ASM 25/25		
	Waived	Tested	Waiver Rate
1986	0	7	0.00%
1987	0	134	0.00%
1988	0	3	0.00%
1989	0	14	0.00%
1990	0	4	0.00%
1991	0	55	0.00%
1992	0	5	0.00%
1993	0	30	0.00%
1994	0	17	0.00%
1995	0	82	0.00%
1996	0	40	0.00%
1997	0	9	0.00%
1998	0	33	0.00%
1999	0	9	0.00%
2000	0	4	0.00%
2001	0	0	0.00%
2002	0	1	0.00%
2003	0	0	0.00%
2004	0	2	0.00%
2005	0	11	0.00%
2006	0	99	0.00%
2007	0	26	0.00%
Total	0	585	0.00%

Total count of unique VINs failing Diesel Snap test receiving a waiver for 2011

- * Vehicles that were not capable of testing Diesel ASM 25/25 receive a Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less than 8501 GVWR
- * HDDV = Heavy Duty Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDDV -Snap Test			HDDV -Snap Test			Total Snap Test		
	Waived	Tested	Waiver Rate	Waived	Tested	Waiver Rate	Waived	Tested	Waiver Rate
1983	0	0	0.00%	0	19	0.00%	0	19	0.00%
1984	0	14	0.00%	4	448	0.89%	4	462	0.87%
1985	0	1	0.00%	3	115	2.61%	3	116	2.59%
1986	0	7	0.00%	9	721	1.25%	9	728	1.24%
1987	0	2	0.00%	0	111	0.00%	0	113	0.00%
1988	0	1	0.00%	4	617	0.65%	4	618	0.65%
1989	0	0	0.00%	2	173	1.16%	2	173	1.16%
1990	0	3	0.00%	7	1158	0.60%	7	1161	0.60%
1991	0	0	0.00%	0	235	0.00%	0	235	0.00%
1992	0	3	0.00%	13	1306	1.00%	13	1309	0.99%
1993	0	2	0.00%	2	279	0.72%	2	281	0.71%
1994	2	5	40.00%	72	2064	3.49%	74	2069	3.58%
1995	0	1	0.00%	5	368	1.36%	5	369	1.36%
1996	0	7	0.00%	5	410	1.22%	5	417	1.20%
1997	1	49	2.04%	29	3528	0.82%	30	3577	0.84%
1998	0	16	0.00%	2	363	0.55%	2	379	0.53%
1999	0	98	0.00%	10	5508	0.18%	10	5606	0.18%
2000	0	46	0.00%	3	710	0.42%	3	756	0.40%
2001	0	378	0.00%	6	5596	0.11%	6	5974	0.10%
2002	0	61	0.00%	0	568	0.00%	0	629	0.00%
2003	0	517	0.00%	8	5366	0.15%	8	5883	0.14%
2004	0	9	0.00%	0	198	0.00%	0	207	0.00%
Total	3	1220	0.25%	184	29861	0.62%	187	31081	0.60%

Total count of unique VINs failing OBDII receiving a waiver for 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Waived	Tested	Waiver Rate
1996	2845	62502	4.55%
1997	669	13453	4.97%
1998	3310	104352	3.17%
1999	576	16100	3.58%
2000	3330	139288	2.39%
2001	588	16363	3.59%
2002	3430	146277	2.34%
2003	296	15507	1.91%
2004	1478	149597	0.99%
2005	131	14823	0.88%
2006	881	156923	0.56%
2007	3	4425	0.07%
Total	17537	839610	2.09%

2vi) Initially Failed Vehicles with Unknown Outcome per Test Type

Total count of unique VINs failing Gas Cap test during 2011 with unknown outcome

* LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

* HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV - Gas Cap			HDGV - Gas Cap			Total Gas Cap		
	Unknown Outcome	Tested	Unknown Rate	Unknown Outcome	Tested	Unknown Rate	Unknown Outcome	Tested	Unknown Rate
1986	7	803	0.87%	3	150	2.00%	10	953	1.05%
1987	81	14483	0.56%	18	1113	1.62%	99	15596	0.63%
1988	13	3600	0.36%	0	379	0.00%	13	3979	0.33%
1989	102	24452	0.42%	0	2681	0.00%	102	27133	0.38%
1990	28	6263	0.45%	1	481	0.21%	29	6744	0.43%
1991	74	39004	0.19%	10	2127	0.47%	84	41131	0.20%
1992	9	7757	0.12%	0	494	0.00%	9	8251	0.11%
1993	55	51932	0.11%	0	2522	0.00%	55	54454	0.10%
1994	9	10979	0.08%	4	715	0.56%	13	11694	0.11%
1995	90	72674	0.12%	0	3953	0.00%	90	76627	0.12%
1996	193	75088	0.26%	1	3446	0.03%	194	78534	0.25%
1997	45	14947	0.30%	0	852	0.00%	45	15799	0.28%
1998	143	109499	0.13%	0	3355	0.00%	143	112854	0.13%
1999	11	16638	0.07%	2	1037	0.19%	13	17675	0.07%
2000	2	142984	0.00%	0	5599	0.00%	2	148583	0.00%
2001	0	16847	0.00%	0	796	0.00%	0	17643	0.00%
2002	11	149214	0.01%	0	4382	0.00%	11	153596	0.01%
2003	1	15954	0.01%	0	895	0.00%	1	16849	0.01%
2004	0	152538	0.00%	30	5296	0.57%	30	157834	0.02%
2005	1	15104	0.01%	2	588	0.34%	3	15692	0.02%
2006	0	158914	0.00%	0	5118	0.00%	0	164032	0.00%
2007	0	4462	0.00%	0	136	0.00%	0	4598	0.00%
Total	875	1104136	0.08%	71	46115	0.15%	946	1150251	0.08%

Total count of unique VINs failing ASM25/25 test during 2011 with unknown outcome

- * Vehicles greater than 8500 GVWR receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR

Model Year	LDGV - ASM 25/25		
	Unknown Outcome	Tested	Unknown Rate
1986	60	773	7.76%
1987	758	13987	5.42%
1988	119	3480	3.42%
1989	962	23687	4.06%
1990	229	5878	3.90%
1991	1108	35778	3.10%
1992	206	7077	2.91%
1993	812	46270	1.75%
1994	235	9926	2.37%
1995	1052	64981	1.62%
1996	0	9406	0.00%
1997	17	1284	1.32%
1998	0	4125	0.00%
1999	0	425	0.00%
2000	12	2755	0.44%
2001	0	356	0.00%
2002	0	1831	0.00%
2003	1	207	0.48%
2004	0	1631	0.00%
2005	0	152	0.00%
2006	0	1141	0.00%
2007	0	22	0.00%
Total	5571	235172	2.37%

Total count of unique VINs failing Two-speed Idle test during 2011 with unknown outcome

- * Vehicles that were not capable of testing ASM 25/25 receive a two-speed idle test
- * LDGV = Light Duty Non Diesel Powered Vehicles Less than 8501 GVWR
- * HDGV = Heavy Duty Non Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDGV - Two-Speed Idle			HDGV - Two-Speed Idle			Total Two-Speed Idle		
	Unknown Outcome	Tested	Unknown Rate	Unknown Outcome	Tested	Unknown Rate	Unknown Outcome	Tested	Unknown Rate
1986	0	30	0.00%	17	150	11.33%	17	180	9.44%
1987	25	496	5.04%	50	1113	4.49%	75	1609	4.66%
1988	2	120	1.67%	14	379	3.69%	16	499	3.21%
1989	7	765	0.92%	97	2681	3.62%	104	3446	3.02%
1990	19	385	4.94%	0	481	0.00%	19	866	2.19%
1991	91	3226	2.82%	0	2127	0.00%	91	5353	1.70%
1992	10	680	1.47%	7	494	1.42%	17	1174	1.45%
1993	92	5662	1.62%	5	2522	0.20%	97	8184	1.19%
1994	27	1053	2.56%	11	715	1.54%	38	1768	2.15%
1995	92	7693	1.20%	20	3953	0.51%	112	11646	0.96%
1996	0	3180	0.00%	28	3446	0.81%	28	6626	0.42%
1997	0	210	0.00%	5	852	0.59%	5	1062	0.47%
1998	0	1022	0.00%	24	3355	0.72%	24	4377	0.55%
1999	2	113	1.77%	8	1037	0.77%	10	1150	0.87%
2000	0	941	0.00%	0	5599	0.00%	0	6540	0.00%
2001	0	128	0.00%	0	796	0.00%	0	924	0.00%
2002	2	1106	0.18%	5	4382	0.11%	7	5488	0.13%
2003	0	240	0.00%	0	895	0.00%	0	1135	0.00%
2004	4	1310	0.31%	3	5296	0.06%	7	6606	0.11%
2005	2	129	1.55%	0	588	0.00%	2	717	0.28%
2006	5	850	0.59%	1	5118	0.02%	6	5968	0.10%
2007	0	15	0.00%	0	136	0.00%	0	151	0.00%
Total	380	29354	1.29%	295	46115	0.64%	675	75469	0.89%

Total count of unique VINs failing Diesel ASM 25/25 test during 2011 with unknown outcome

- * Vehicles greater than 8500 GVWR receive a Diesel Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDDV - Diesel ASM 25/25		
	Unknown Outcome	Tested	Unknown Rate
1986	0	7	0.00%
1987	1	134	0.75%
1988	0	3	0.00%
1989	0	14	0.00%
1990	0	4	0.00%
1991	1	55	1.82%
1992	0	5	0.00%
1993	0	30	0.00%
1994	0	17	0.00%
1995	0	82	0.00%
1996	1	40	2.50%
1997	2	9	22.22%
1998	0	33	0.00%
1999	0	9	0.00%
2000	1	4	25.00%
2001	0	0	0.00%
2002	0	1	0.00%
2003	0	0	0.00%
2004	0	2	0.00%
2005	0	11	0.00%
2006	4	99	4.04%
2007	0	0	0.00%
Total	10	559	1.79%

Total count of unique VINs failing Diesel Snap test during 2011 with unknown outcome

- * Vehicles that were not capable of testing Diesel ASM 25/25 receive a Snap test
- * LDDV = Light Duty Diesel Powered Vehicles Less than 8501 GVWR
- * HDDV = Heavy Duty Diesel Powered Vehicles Greater than 8500 GVWR

Model Year	LDDV - Snap Test			HDDV - Snap Test			Total Snap Test		
	Unknown Outcome	Tested	Unknown Rate	Unknown Outcome	Tested	Unknown Rate	Unknown Outcome	Tested	Unknown Rate
1986	0	2	0.00%	3	41	7.32%	3	43	6.98%
1987	1	7	14.29%	11	397	2.77%	12	404	2.97%
1988	0	0	0.00%	4	108	3.70%	4	108	3.70%
1989	0	1	0.00%	0	658	0.00%	0	659	0.00%
1990	0	0	0.00%	1	174	0.57%	1	174	0.57%
1991	1	15	6.67%	2	883	0.23%	3	898	0.33%
1992	0	0	0.00%	6	199	3.02%	6	199	3.02%
1993	0	2	0.00%	26	1459	1.78%	26	1461	1.78%
1994	0	1	0.00%	15	341	4.40%	15	342	4.39%
1995	0	16	0.00%	0	2201	0.00%	0	2217	0.00%
1996	3	96	3.13%	33	2362	1.40%	36	2458	1.46%
1997	0	8	0.00%	3	551	0.54%	3	559	0.54%
1998	0	171	0.00%	10	2108	0.47%	10	2279	0.44%
1999	0	15	0.00%	2	738	0.27%	2	753	0.27%
2000	0	378	0.00%	0	4601	0.00%	0	4979	0.00%
2001	1	55	1.82%	0	663	0.00%	1	718	0.14%
2002	9	714	1.26%	6	4506	0.13%	15	5220	0.29%
2003	3	89	3.37%	6	635	0.94%	9	724	1.24%
2004	4	571	0.70%	0	6223	0.00%	4	6794	0.06%
2005	0	89	0.00%	5	754	0.66%	5	843	0.59%
2006	94	1166	8.06%	27	7416	0.36%	121	8582	1.41%
2007	0	6	0.00%	1	267	0.37%	1	273	0.37%
Total	116	3402	3.41%	161	37285	0.43%	277	40687	0.68%

Total count of unique VINs failing OBDII test during 2011 with unknown outcome

- * Vehicles greater than 8500 GVWR receive a Two-Speed Idle
- * LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Unknown Outcome	Tested	Unknown Rate
1996	3754	62502	6.01%
1997	0	13453	0.00%
1998	4336	104352	4.16%
1999	0	16100	0.00%
2000	4340	139288	3.12%
2001	0	16363	0.00%
2002	4034	146277	2.76%
2003	0	15507	0.00%
2004	1850	149597	1.24%
2005	0	14823	0.00%
2006	1180	156923	0.75%
2007	22	4425	0.50%
Total	15740	772683	2.04%

2xi) Passing the Onboard Diagnostic Check Year 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Passed	Tested	Pass Rate
1996	58177	62502	93.08%
1997	12890	13453	95.82%
1998	99463	104352	95.31%
1999	15739	16100	97.76%
2000	134413	139288	96.50%
2001	15942	16363	97.43%
2002	141835	146277	96.96%
2003	15321	15507	98.80%
2004	147597	149597	98.66%
2005	14742	14823	99.45%
2006	155730	156923	99.24%
2007	4390	4425	99.21%
Total	753672	772683	97.74%

2xii) Failing the Onboard Diagnostic Check Year 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Failed	Tested	Fail Rate
1996	4325	62502	6.92%
1997	563	13453	4.18%
1998	4889	104352	4.69%
1999	361	16100	2.24%
2000	4875	139288	3.50%
2001	421	16363	2.57%
2002	4442	146277	3.04%
2003	186	15507	1.20%
2004	2000	149597	1.34%
2005	81	14823	0.55%
2006	1193	156923	0.76%
2007	35	4425	0.79%
Total	15737	451340	2.26%

2xv) Passing the Onboard diagnostic Check and Failing the I/M gas cap evaporative system test Year 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Pass OBDII Fail GasCap	Tested	Rate of Occurrence
1996	1683	62502	2.69%
1997	392	13453	2.91%
1998	3127	104352	3.00%
1999	634	16100	3.94%
2000	378	139288	0.27%
2001	35	16363	0.21%
2002	432	146277	0.30%
2003	59	15507	0.38%
2004	242	149597	0.16%
2005	13	14823	0.09%
2006	110	156923	0.07%
2007	4	4425	0.09%
Total	5422	772683	0.70%

2xvi) Failing the Onboard diagnostic Check and Passing the I/M gas cap evaporative system test Year 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Fail OBDII Pass GasCap	Tested	Rate Of Occurrence
1996	8854	62502	14.17%
1997	2166	13453	16.10%
1998	10324	104352	9.89%
1999	1691	16100	10.50%
2000	11653	139288	8.37%
2001	1946	16363	11.89%
2002	11078	146277	7.57%
2003	1207	15507	7.78%
2004	6071	149597	4.06%
2005	626	14823	4.22%
2006	3926	156923	2.50%
2007	64	4425	1.45%
Total	50688	772683	6.56%

2xvii) Passing both the Onboard diagnostic Check and the I/M gas cap evaporative system test Year 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Pass OBDII Pass GasCap	Tested	Rate Of Occurrence
1996	50659	62502	81.05%
1997	10536	13453	78.32%
1998	89748	104352	86.01%
1999	13519	16100	83.97%
2000	126568	139288	90.87%
2001	14132	16363	86.37%
2002	133810	146277	91.48%
2003	14114	15507	91.02%
2004	142717	149597	95.40%
2005	14101	14823	95.13%
2006	152492	156923	97.18%
2007	4341	4425	98.10%
Total	711737	772683	92.11%

2xviii) Failing both the Onboard diagnostic Check and the I/M gas cap evaporative system test Year 2011

* Vehicles greater than 8500 GVWR receive a Two-Speed Idle

* LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	Fail OBDII Fail GasCap	Tested	Rate Of Occurrence
1996	445	62502	0.71%
1997	119	13453	0.88%
1998	513	104352	0.49%
1999	101	16100	0.63%
2000	57	139288	0.04%
2001	8	16363	0.05%
2002	84	146277	0.06%
2003	10	15507	0.06%
2004	26	149597	0.02%
2005	4	14823	0.03%
2006	4	156923	0.00%
2007	0	4425	0.00%
Total	882	435833	0.20%

2xix) MIL is commanded on and no codes stored Year 2011

- * Vehicles greater than 8500 GVWR receive a Two-Speed Idle
- * LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	MIL On codes No	Tested	Rate Of Occurrence
1996	1255	62502	2.01%
1997	268	13453	1.99%
1998	1480	104352	1.42%
1999	272	16100	1.69%
2000	1786	139288	1.28%
2001	210	16363	1.28%
2002	1332	146277	0.91%
2003	104	15507	0.67%
2004	356	149597	0.24%
2005	25	14823	0.17%
2006	110	156923	0.07%
2007	4	4425	0.09%
Total	5452	451340	1.21%

2xx) MIL is not commanded on and codes are stored Year 2011

- * Vehicles greater than 8500 GVWR receive a Two-Speed Idle
- * LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	MIL Off codes Yes	Tested	Rate Of Occurrence
1996	0	62502	0.00%
1997	0	13453	0.00%
1998	0	104352	0.00%
1999	0	16100	0.00%
2000	0	139288	0.00%
2001	0	16363	0.00%
2002	0	146277	0.00%
2003	0	15507	0.00%
2004	0	149597	0.00%
2005	0	14823	0.00%
2006	0	156923	0.00%
2007	0	4425	0.00%
Total	0	451340	0.00%

2xxi) MIL is not commanded on and no codes are stored Year 2011

- * Vehicles greater than 8500 GVWR receive a Two-Speed Idle
- * LDGV = Light Duty Non Diesel Powered Vehicles Less Than 8501 GVWR

Model Year	LDGV - OBDII		
	MIL Off codes No	Tested	Rate Of Occurrence
1996	52317	62502	83.70%
1997	10993	13453	81.71%
1998	92294	104352	88.44%
1999	14077	16100	87.43%
2000	125905	139288	90.39%
2001	14229	16363	86.96%
2002	133844	146277	91.50%
2003	14199	15507	91.57%
2004	143181	149597	95.71%
2005	14173	14823	95.61%
2006	152900	156923	97.44%
2007	4358	4425	98.49%
Total	405541	451340	89.85%

3) The initial Test Volume by model year and test station Year 2011

Model Year	Marysville	Everett	Lynw ood	North Seattle	South Seattle	Redmond	Bellevue	Renton
	Volume Tested							
1986	51	44	42	108	68	36	60	85
1987	714	865	966	1559	1249	585	737	1499
1988	174	224	206	283	238	108	139	401
1989	1260	1603	1633	2441	2013	980	1111	2475
1990	263	395	410	489	454	227	260	709
1991	1895	2318	2565	3815	3259	1530	1957	4170
1992	361	464	459	504	610	269	300	868
1993	2423	3046	3329	4753	4111	2166	2611	5450
1994	519	684	624	743	833	402	451	1248
1995	3237	4670	4953	6680	5893	3322	4094	7744
1996	3247	4787	5100	7184	5948	3696	4454	7868
1997	605	948	825	1141	1089	648	777	1703
1998	4614	6889	7498	10531	8506	6277	7441	11105
1999	647	1044	920	1283	1231	840	1140	1763
2000	6002	9321	9963	13300	10950	9279	10841	14619
2001	645	1023	870	1243	1275	968	1166	1658
2002	5712	9456	10269	13655	10979	10085	12058	14524
2003	514	908	838	1217	1268	994	1194	1541
2004	6187	9754	10294	13189	11059	11239	13319	14658
2005	496	798	703	1182	1111	989	1318	1344
2006	6518	10185	10288	13467	11675	12162	14328	15469
2007	130	266	263	339	345	452	497	471
Total	46214	69692	73018	99106	84164	67254	80253	111372

The initial Test Volume by model year and test station Year 2011 (cont)

Model Year	Auburn	Fife	Puyallup	Lakewood	West Vancouver	East Vancouver	West Spokane	East Spokane
	Volume Tested	Volume Tested	Volume Tested	Volume Tested				
1986	62	60	45	103	50	65	79	45
1987	1055	1104	709	1269	703	1114	1290	716
1988	315	249	175	338	231	430	363	216
1989	1952	1874	1241	2232	1215	2044	2422	1310
1990	511	374	328	615	360	667	533	328
1991	2854	2793	1836	3337	1776	3032	3318	1631
1992	613	463	392	791	434	924	690	314
1993	3654	3690	2448	4473	2497	4435	4527	2332
1994	955	697	512	1044	614	1356	889	481
1995	5396	5197	3350	6254	3288	5901	6047	2906
1996	5385	5382	3468	6149	3390	6113	6084	2778
1997	1164	989	678	1438	801	1866	1148	547
1998	7369	7354	4690	8128	4481	8459	8108	3717
1999	1237	1048	744	1617	928	1963	1342	693
2000	9972	9913	6484	10931	5763	10766	10499	4967
2001	1212	1067	729	1728	861	1917	1361	642
2002	10138	10351	7005	11245	5916	11109	11292	5027
2003	1031	965	703	1924	770	1819	1254	636
2004	10457	10996	7390	11851	6204	11491	11245	5307
2005	922	843	616	2077	745	1635	1165	602
2006	11416	11372	8174	12732	6432	11940	11119	5448
2007	322	293	177	371	139	346	288	172
Total	77992	77074	51894	90647	47598	89392	85063	40815

4) The Initial test fail rate by model year and test station Year 2011

Model Year	Marysville		Everett		Lynw ood		North Seattle	
	Failed	Fail Rate	Failed	Fail Rate	Failed	Fail Rate	Failed	Fail Rate
1986	10	19.61%	17	38.64%	9	21.43%	23	21.30%
1987	181	25.35%	181	20.92%	197	20.39%	268	17.19%
1988	46	26.44%	58	25.89%	44	21.36%	54	19.08%
1989	226	17.94%	274	17.09%	259	15.86%	366	14.99%
1990	69	26.24%	94	23.80%	71	17.32%	82	16.77%
1991	292	15.41%	378	16.31%	351	13.68%	417	10.93%
1992	71	19.67%	85	18.32%	61	13.29%	63	12.50%
1993	258	10.65%	334	10.97%	350	10.51%	392	8.25%
1994	59	11.37%	97	14.18%	85	13.62%	87	11.71%
1995	296	9.14%	421	9.01%	398	8.04%	434	6.50%
1996	530	16.32%	849	17.74%	761	14.92%	979	13.63%
1997	120	19.83%	183	19.30%	144	17.45%	173	15.16%
1998	635	13.76%	938	13.62%	984	13.12%	1162	11.03%
1999	90	13.91%	142	13.60%	142	15.43%	145	11.30%
2000	522	8.70%	792	8.50%	876	8.79%	1044	7.85%
2001	77	11.94%	155	15.15%	105	12.07%	153	12.31%
2002	499	8.74%	828	8.76%	808	7.87%	966	7.07%
2003	55	10.70%	86	9.47%	55	6.56%	82	6.74%
2004	303	4.90%	441	4.52%	419	4.07%	548	4.15%
2005	26	5.24%	36	4.51%	25	3.56%	48	4.06%
2006	243	3.73%	265	2.60%	266	2.59%	396	2.94%
2007	3	2.31%	2	0.75%	1	0.38%	10	2.95%
Total	4611	9.98%	6656	9.55%	6411	8.78%	7892	7.96%

The Initial test fail rate by model year and test station Year 2011 (cont)

Model Year	South Seattle		Redmond		Bellevue		Renton	
	Failed	Fail Rate	Failed	Fail Rate	Failed	Fail Rate	Failed	Fail Rate
1986	16	23.53%	9	25.00%	21	35.00%	30	35.29%
1987	282	22.58%	103	17.61%	139	18.86%	357	23.82%
1988	62	26.05%	16	14.81%	27	19.42%	106	26.43%
1989	379	18.83%	153	15.61%	134	12.06%	448	18.10%
1990	82	18.06%	32	14.10%	43	16.54%	142	20.03%
1991	464	14.24%	177	11.57%	193	9.86%	624	14.96%
1992	82	13.44%	43	15.99%	34	11.33%	158	18.20%
1993	445	10.82%	203	9.37%	206	7.89%	681	12.50%
1994	102	12.24%	45	11.19%	43	9.53%	160	12.82%
1995	486	8.25%	236	7.10%	273	6.67%	792	10.23%
1996	1092	18.36%	476	12.88%	518	11.63%	1363	17.32%
1997	228	20.94%	102	15.74%	110	14.16%	370	21.73%
1998	1138	13.38%	628	10.00%	739	9.93%	1652	14.88%
1999	167	13.57%	94	11.19%	109	9.56%	275	15.60%
2000	1068	9.75%	625	6.74%	734	6.77%	1375	9.41%
2001	175	13.73%	105	10.85%	99	8.49%	218	13.15%
2002	944	8.60%	647	6.42%	775	6.43%	1217	8.38%
2003	95	7.49%	77	7.75%	81	6.78%	166	10.77%
2004	518	4.68%	389	3.46%	431	3.24%	714	4.87%
2005	61	5.49%	26	2.63%	42	3.19%	66	4.91%
2006	374	3.20%	304	2.50%	312	2.18%	446	2.88%
2007	9	2.61%	7	1.55%	7	1.41%	10	2.12%
Total	8269	9.82%	4497	6.69%	5070	6.32%	11370	10.21%

The Initial test fail rate by model year and test station Year 2011 (cont)

Model Year	Auburn		Fife		Puyallup		Lakewood	
	Failed	Fail Rate	Failed	Fail Rate	Failed	Fail Rate	Failed	Fail Rate
1986	10	16.13%	17	28.33%	20	44.44%	35	33.98%
1987	267	25.31%	264	23.91%	208	29.34%	359	28.29%
1988	84	26.67%	59	23.69%	50	28.57%	113	33.43%
1989	337	17.26%	319	17.02%	230	18.53%	490	21.95%
1990	115	22.50%	69	18.45%	79	24.09%	137	22.28%
1991	419	14.68%	404	14.46%	302	16.45%	542	16.24%
1992	104	16.97%	99	21.38%	76	19.39%	175	22.12%
1993	408	11.17%	362	9.81%	294	12.01%	634	14.17%
1994	123	12.88%	84	12.05%	83	16.21%	166	15.90%
1995	475	8.80%	452	8.70%	290	8.66%	659	10.54%
1996	943	17.51%	911	16.93%	549	15.83%	1278	20.78%
1997	225	19.33%	216	21.84%	136	20.06%	334	23.23%
1998	1118	15.17%	1018	13.84%	667	14.22%	1366	16.81%
1999	221	17.87%	185	17.65%	113	15.19%	298	18.43%
2000	905	9.08%	833	8.40%	599	9.24%	1157	10.58%
2001	169	13.94%	124	11.62%	81	11.11%	263	15.22%
2002	908	8.96%	771	7.45%	652	9.31%	1153	10.25%
2003	96	9.31%	70	7.25%	75	10.67%	215	11.17%
2004	516	4.93%	455	4.14%	336	4.55%	658	5.55%
2005	51	5.53%	38	4.51%	47	7.63%	136	6.55%
2006	391	3.43%	292	2.57%	227	2.78%	482	3.79%
2007	9	2.80%	2	0.68%	3	1.69%	11	2.96%
Total	7894	10.12%	7044	9.14%	5117	9.86%	10661	11.76%

The Initial test fail rate by model year and test station Year 2011 (cont)

Model Year	West Vancouver		East Vancouver		West Spokane		East Spokane	
	Failed	Fail Rate	Failed	Fail Rate	Failed	Fail Rate	Failed	Fail Rate
1986	17	34.00%	20	30.77%	20	25.32%	16	35.56%
1987	174	24.75%	283	25.40%	310	24.03%	149	20.81%
1988	50	21.65%	112	26.05%	93	25.62%	66	30.56%
1989	213	17.53%	393	19.23%	430	17.75%	242	18.47%
1990	76	21.11%	158	23.69%	125	23.45%	66	20.12%
1991	267	15.03%	513	16.92%	488	14.71%	232	14.22%
1992	82	18.89%	211	22.84%	118	17.10%	60	19.11%
1993	307	12.29%	528	11.91%	481	10.63%	264	11.32%
1994	85	13.84%	186	13.72%	142	15.97%	77	16.01%
1995	303	9.22%	558	9.46%	578	9.56%	299	10.29%
1996	479	14.13%	958	15.67%	934	15.35%	407	14.65%
1997	140	17.48%	347	18.60%	232	20.21%	86	15.72%
1998	546	12.18%	1069	12.64%	1069	13.18%	479	12.89%
1999	126	13.58%	267	13.60%	214	15.95%	85	12.27%
2000	443	7.69%	819	7.61%	855	8.14%	358	7.21%
2001	97	11.27%	235	12.26%	149	10.95%	78	12.15%
2002	428	7.23%	859	7.73%	856	7.58%	335	6.66%
2003	49	6.36%	110	6.05%	90	7.18%	36	5.66%
2004	265	4.27%	466	4.06%	433	3.85%	173	3.26%
2005	17	2.28%	67	4.10%	46	3.95%	24	3.99%
2006	145	2.25%	365	3.06%	272	2.45%	109	2.00%
2007	2	1.44%	3	0.87%	5	1.74%	5	2.91%
Total	4311	9.06%	8527	9.54%	7940	9.33%	3646	8.93%

Section B - Quality Assurance

- (1) The number of inspection stations and lanes
 - (i) Operating throughout the year
16 inspection stations with 70 lanes
 - (ii) Operating for only part of the year
Six OBD kiosks
- (2) The number of inspection stations and lanes operating throughout the year
 - (i) Receiving overt performance audits in the year
16 inspection stations and 70 lanes
 - (ii) Not receiving overt performance audits in the year
None
 - (iii) Receiving covert performance audits in the year
None
 - (iv) Not receiving covert performance audits in the year
16 inspection stations with 70 lanes
 - (v) That have been shut down because of overt performance audits
None
- (3) The number of covert audits
 - (i) Conducted with the vehicle set to fail per test type
None
 - (ii) Conducted with the vehicle set to fail any combination of two or more test types
None
 - (iii) Resulting in a false pass per test type
None
 - (iv) Resulting in a false pass for any combination of two or more test types
None
- (4) The number of inspectors and stations
 - (i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits
None
 - (ii) That were suspended, fired, or otherwise prohibited from testing for other causes
None
 - (iii) That received fines
None
- (5) The number of inspectors licensed or certified to conduct testing
The contractor employees testing vehicles were approximately 200 during 2011.
- (6) The number of hearings
 - (i) Held to consider adverse actions against inspectors and stations
None
 - (ii) Resulting in adverse actions against inspectors and stations
None
- (7) The total amount collected in fines from inspectors and stations by type of violations
None
- (8) The total number of covert vehicles available for undercover audits over the year
None

(9) The number of covert auditors available for undercover audits.
None

Section C - Quality Control

- (1) The number of emission testing sites and lanes in use in the program
Sixteen inspection stations with 70 full time operating lanes and 6 OBD kiosks for part of the year.
- (2) The number of equipment audits by station and lane
The goal is to audit all test station lanes monthly.
While this goal of 920 lane audits was not reached, test stations were audited each month for a total of 750 audits or 82 % of the overall annual goal.
- (3) The number and percentage of stations that have failed equipment audits
All sixteen test stations had equipment failures
- (4) Number and percentage of stations and lanes shut down as a result of equipment audits.
No stations were closed.
Five lanes were temporally shut down.
Most of the 56 equipment failures were immediately repaired.
Service to the public was not interrupted.

Section D - Quality Enforcement

There is a high level of compliance with the emission-testing requirement due to an emission test being required for vehicles prior to renewing their license.

Data from 2011 indicate that overall 94% percent of the gasoline and diesel vehicles required to test finally pass the test or receive a repair waiver. Some vehicles that failed their initial test and did not pass a re-test were relicensed in a test area because of being sold by a car dealer. State law exempts car dealer sales from testing requirements.

These compliance numbers are based on the January to December 2011 license renewal notices that required an emission test of 1,137,414 vehicles compared to actual test numbers of 1,066,909 for matching months.